श्रीमती सुषमा स्वराज: धन्यवाद, मंत्री जी।

श्री शरद यादव: माननीय सभापति जी, मेरा सवाल है, वह संक्षेप में यह है कि जो इंस्ट्रूमेंट लैंडिंग सिस्टम है, चूंकि अब तो मौसम बहुत खराब आने वाला है, कितने पायलट इसके लिए तैयार किए गए हैं? क्या संभव है कि इस मौसम में कुछ सुधार होगा?

श्री प्रफुल्ल पटेल: सर, यह जो आधुनिक यंत्र है केट-टू, केट-थ्री, इनके लिए पायलटों की ट्रेनिंग की संख्या, मतलब ट्रेंड पायलट की संख्या निरंतर बढ़ती जा रही है। हमारे पास अभी चार एअरलाइन्स की फिगर है। एयर इंडिया के पास केट-टू के लिए 141, केट-थ्री के लिए 44 और केट-थ्री बी के लिए 36 कमांडर, कमांडर के साथ जो पायलेटिंग सेकेंड-इन-कमांड होता है, उनकी भी संख्या है। इंडियन एयरलाइंस की भी उसी प्रकार से संख्या है, जेट एयरवेज, सहारा एयरवेज़ का भी है। मैं एक बात निश्चित रूप से आपको कहना चाहूंगा कि पायलेट्स का CAT-2 और 3 का जो ट्रेनिंग की सवाल है, यह एक समय के आधार पर होता है, ऐसा अचानक नहीं होता कि 15 दिन या महीने का एक कोर्स किया और CAT-2 और 3 का कोर्स हो गया, इसके साथ अनुभव और साथ-साथ समय-सीमा, इन दोनों का संगम होता है।

श्री सभापति: मंत्री महोदय, आपका कोर्स तो पूरा हो गया। क्वेश्चन ऑवर खत्म होता है।

WRITTEN ANSWERS TO STARRED QUESTIONS

Losses suffered by domestic airlines

*86. SHRI TARIQ ANWAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that almost all the domestic airlines are incurring low profits and even in some cases losses as compared to the previous year;

(b) if so, the details thereof; airline-wise;

(c) what are the reasons for this; and

(d) the details of steps taken by Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Some airlines have reported that they are incurring low profit and even losses. However, authentic figures are presently not available as the accounts of the financial year will be available only at the end of the financial year.

(c) Some losses particularly during the initial years of operation are factored-in by airlines in their business plans and are due to high start-up costs. Other reasons indicated by airlines for incurring low profits are high ATF cost, decline in yields due to increased competition etc.

(d) Government has taken several steps to facilitate growth of civil aviation in a sustained manner through restructuring of important metro airports, facilitating construction of private greenfield airports, allowing FDI in airport infrastructure upto 100%, development of important non-metro airports through public private partnership, adopting a liberal bilateral regime with other countries to enhance international operations, offering concessions in airport charges to small aircraft and in parking charges at select airports, reduced taxation on ATF for turboprop aircraft, liberalizing the regulatory regime for employment of foreign pilots/engineers etc. Some of these measures will help in providing connectivity to secondary cities and smaller airports. However, each airline is free to determine its own business plan, routes and tariffs as per its commercial judgement.

Training of pilots on CAT-III System

*87. SHRIMATI SYEDA ANWARA TAIMUR:
SHRI VIJAY J. DARDA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have reviewed the preparedness of different airlines to deploy the required number of pilots trained to navigate jets to thick foggy conditions, during the fast approaching winter season, with the help of CAT-III Instrument Landing System (ILS);

(b) if so, the results thereof;

(c) whether it is a fact that several airlines fall significantly short of the required number of pilots as per the laid down norms;

(d) if so, the details thereof; and

(e) the steps taken to persuade the concerned airlines to employ more trained pilots or reschedule their flights during the poor visibility conditions period ahead to avoid inconvenience to passengers?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) Ministry of Civil Aviation has recently reviewed the preparedness of all airlines and Airport operator for low visibility